

## 1-24. (CANCELED)

25. (PREVIOUSLY PRESENTED) A multi-stage transmission of planetary structure, in particular for a motor vehicle, which comprises a drive input shaft and a drive output shaft arranged in a housing, three single-web planetary gearset assemblies (P1, P2, P3), at least six rotatable shafts (0, 1, 2, 3, 4, 5, 6) and at least five shift elements (03, 04, 13, 15, 16) which consist of one or more of brakes and clutches, whose selective engagement two at a time produces various transmission ratios between the drive input and the drive output shafts so that six forward gears and one reverse gear can be engaged, wherein that the drive input shaft (1) is connected via the first clutch (15) to one of a solar gear wheel and a web of a first planetary gearset assembly (P1), the one of the web and solar gear wheel of the first planetary gearset assembly (P1) is in rotationally fixed connection with the housing, the drive output takes place via a second shaft (2) which is connected to an annular gear wheel of a second planetary gearset assembly (P2) and to a web of a third planetary gearset assembly (P3), a third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3), a fourth shaft (4) is permanently connected to a solar gear wheel of the second planetary gearset assembly (P2) and to an annular gear wheel of the first planetary gearset assembly (P1), a fifth shaft (5) is permanently connected to one of the solar gear wheel or web of the first planetary gearset assembly (P1), and a sixth shaft (6) is permanently connected to a solar gear wheel of the third planetary gearset (P3), the fourth shaft (4) can be coupled to the housing by a fourth brake (04), a first clutch (13) connects the drive input shaft (1) and the third shaft (3) to or releases them from one another, a second clutch (16) connects the drive input shaft (1) and the sixth shaft (6) to or releases the from one another, and a third clutch (15) connects the drive input shaft (1) and the fifth shaft (5) to or releases them from one another.

26. (PREVIOUSLY PRESENTED) A multi-stage transmission of planetary structure, in particular for a motor vehicle, which comprises a drive input shaft and a drive output shaft arranged in a housing, three single-web planetary gearset assemblies (P1, P2, P3), at least six rotatable shafts (1, 2, 3, 4, 5, 6) and at least five shift elements (03, 04, 05, 13, 16) which consist of one or more of brakes and clutches, whose selective engagement two at a time produces various transmission ratios between the drive input and the drive output shafts so that six forward gears and one reverse gear can be engaged, wherein the drive input shaft (1) is connected directly to one of a solar gear wheel or to a web of a first planetary gearset assembly (P1), the one of the web or solar gear wheel of the first planetary gear set (P1) can be one of put into rotationally fixed connection with or released from the housing by a second brake (05), a drive output takes place via a second shaft (2) which is connected to an annular gear wheel of the second planetary gearset assembly (P2) and to a web of the third planetary gearset assembly (P3), a third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3), a fourth shaft (4) is permanently connected to a solar gear wheel of the second planetary gear set (P2) and to an annular gear wheel of the first planetary gearset assembly (P1), a fifth shaft (5) is permanently connected to one of the web or to the solar gear wheel of the first planetary gearset assembly (P1), and a sixth shaft (6) is permanently connected to a solar gear wheel of the third planetary gearset assembly (P3), such that the third shaft (3) can be coupled to the housing by a third brake (03), the fourth shaft (4) can be coupled to the housing by a first brake (04), a first clutch (13) connects the input drive shaft (1) and third shaft (3) to or releases them from one another, a second clutch (16) connects the input drive shaft (1) and the sixth shaft (6) to or releases them from one another, and the second brake (05) connects the fifth shaft (5) to the housing or releases the fifth shaft therefrom.

27. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein the fixed connection of the annular gear wheel of the first planetary gearset assembly (P1) to the housing can be replaced by a releasable connection by means of another brake. ❖

28. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 27, wherein one of an electric machine or another suitable additional drive machine can be arranged on a seventh shaft (0) associated with the housing.

29. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein the first planetary gearset assembly is formed as a positive planetary gearset and the second and third planetary gearset assemblies (P2, P3) as negative planetary gear sets. ❖

30. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein at least one freewheels ~~can be~~ is inserted ~~at any suitable point~~ of within the transmission. ❖

31. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 30, wherein the freewheels can be inserted between the at least six rotatable shafts (0, 1, 2, 3, 4, 5, 6) and the housing.

32. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 25, wherein the drive input and the drive output are provided on a same side of the housing.

33. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein the drive input and drive output are provided on opposite sides of the housing. ❖

34. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein one or more of an axle differential and a transfer differential is arranged on a drive input side or on a drive output side of the housing. ❖

35. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein the drive input shaft (1) ~~[[can be]]~~ is disengaged from a drive engine by a coupling element. ❖

36. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 35, wherein the coupling element is one or more of a hydrodynamic converter, a hydraulic clutch, a dry starter clutch, a liquid starter clutch, a magnetic powder clutch or a centrifugal force clutch.

37. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein in a force-flow direction, an external starting element is arranged after the housing, such that the drive input shaft (1) is in fixed connection with ~~[[the]]~~ a crankshaft of ~~[[the]]~~ a drive engine. ❖

38. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein starting takes place by ~~means of~~ a shift element of the transmission, and a crankshaft of ~~[[the]]~~ a drive engine is permanently connected to the drive input shaft (1). ❖

39. (CURRENTLY AMENDED) The multi-stage transmission according to claim 38, wherein one of the first brake (04), ~~[[a]]~~ the third brake (03) or the second clutch (16) ~~[[can be]]~~ is used as the shift element. ❖

40. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein a torsional oscillation damper ~~[[can be]]~~ is arranged between ~~[[the]]~~ a drive engine and the transmission. ❖

41. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein a wear-free brake ~~[[can be]]~~ is arranged on at least one ~~[[any]]~~ of the at least six rotatable shafts. ❖

42. (CURRENTLY AMENDED) The multi-stage transmission according to claim 41, wherein a wear-free brake ~~[[can be]]~~ is arranged on at least one of the drive input shaft (1) or on the drive output shaft (2). ❖

43. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein an auxiliary drive output [[can be]] is arranged on at least one ❖  
[[any]] of the at least six rotatable shafts to drive an additional aggregate[[s]]. ❖

44. (CURRENTLY AMENDED) The multi-stage transmission according to claim 43, wherein the auxiliary drive output [[can be]] is arranged on one of the drive ❖  
input shaft (1) [[or on]] and the drive output shaft (2). ❖

45. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26 wherein the at least five shift elements are formed as one of change- ❖  
under-load clutches or brakes.

46. (CURRENTLY AMENDED) The multi-stage transmission according to claim 45, wherein one or more of disk clutches, band brakes and conical clutches [[can ❖  
be]] are used as shift elements. ❖

47. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein one or more of form-enclosing brakes and clutches are provided ❖  
as shift elements.

48. (CURRENTLY AMENDED) The multi-stage transmission according to claim [[25]] 26, wherein an electric machine [[can be]] is connected to one or more of any ❖  
of the at least six rotatable shafts as a generator and as an additional drive machine.